

New South Wales.



ANNO SECUNDO

GEORGII V REGIS.

Act No. 18, 1911.

An Act to sanction the construction of a line of railway from Wagga Wagga to Tumberumba; to authorise the construction of the said line on public roads; to amend the Public Works Act, 1900, so far as it relates to the making and maintaining of fences along the said line; to provide for the use of the said line by the Constructing Authority, or by persons authorised by him; and for other purposes consequent thereon or incidental thereto. [Assented to, 15th November, 1911.]

WHEREAS in accordance with the provisions of the Public Preamble.
Works Act, 1900, the Legislative Assembly did by resolution declare that it was expedient to carry out a certain work, namely, the construction of a line of railway from Wagga Wagga to Tumberumba: And whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed on the Secretary for Public Works to introduce a Bill into the said Assembly to sanction the carrying out of

Wagga Wagga to Tumberumba Railway.

of the said work: Be it therefore enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows:—

Short title.

1. This Act may be cited as the "Wagga Wagga to Tumberumba Railway Act, 1911."

Work sanctioned.

2. The carrying out of the said work (more particularly described in the Schedule to this Act), is hereby sanctioned, and the Minister for Public Works, or the member of the Executive Council for the time being performing the duties of the said Minister, is hereby authorised to undertake and carry out the said work, subject to the provisions of this Act, and for that purpose shall be and shall have the powers and duties of a Constructing Authority within the meaning of the Public Works Act, 1900.

Plan of work.

3. The plan of the said work is the plan marked "Wagga Wagga to Tumberumba Railway," signed by the Minister for Public Works, and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Minister.

Cost, how to be defrayed.

4. The cost of carrying out the said work, estimated at three hundred and eighty-seven thousand two hundred and seventy-one pounds eight shillings and sixpence, shall be defrayed from such loan votes as are now or may hereafter be applicable to that purpose, and shall not under any circumstances exceed the estimated cost by more than ten per centum.

Line may be constructed on road.

5. The said line of railway may be constructed on or along or by the side of any public road or highway.

Fencing not required along the line.

6. Notwithstanding the provisions of section eighty-four of the Public Works Act, 1900, the Constructing Authority shall not be required or compelled, nor shall it be the duty of the said authority to make or maintain any fence along the said line of railway for the accommodation of any person or for any purpose whatsoever; but the said authority may, in his discretion, make and maintain such fence in connection with the said line of railway as he may think fit.

Constructing Authority may use line.

7. The Constructing Authority and any persons authorised by him may use the said line, or any part thereof, before it is transferred to the Chief Commissioner for Railways and Tramways, and for that purpose may run thereon any carriages or wagons propelled or driven by motive power.

Wagga Wagga to Tumberumba Railway.

SCHEDULE.

THIS railway commences by a junction with the Great Southern Railway at Wagga Wagga Station, at three hundred and eight miles, twenty-two chains, ninety-three links, from Sydney, and proceeds in a south-easterly direction for about nine miles to Kyeamba Creek ; crosses that creek, and ascends its right bank southerly for about five miles, bends sharply, and in proceeding north-easterly for about nine miles crosses Coreinbob Creek, and ascends its right bank, reaches Mates Creek, where it curves, and in ascending that creek south-easterly crosses to its right bank, and passes about one mile south-westerly from Tarcutta and Umbango Creeks, and passes in close proximity to the village of Humula ; thence in continuing the south-easterly direction for about twenty-seven miles Scrubby Creek is ascended, and the watershed between that creek and Mannus also Jonathan's Creek is crossed, Rosewood and Glenroy are passed ; about two miles beyond the latter place Sawpit Gully Creek is crossed, and a short distance further the main road to Jingellic is intersected, about a mile beyond which the line turns abruptly to the north-east, and enters the suburban land to the west of the town of Tumberumba, where the line ends at three hundred and eighty-four miles, forty-six chains, ninety-three links, from Sydney ; being a total distance of seventy-six miles, twenty-four chains ; and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

By Authority : WILLIAM APPLIGATE GULLICK, Government Printer, Sydney, 1911.

[3d.]

Public Works

That the Board of Public Works be and it is hereby authorized to...

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I Certify that this PUBLIC BILL, which originated in the LEGISLATIVE ASSEMBLY, has finally passed the LEGISLATIVE COUNCIL and the LEGISLATIVE ASSEMBLY of NEW SOUTH WALES.

*Legislative Assembly Chamber, } W. S. MOWLE,
Sydney, 8 November, 1911. } Acting Clerk of the Legislative Assembly.*

New South Wales.



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WHEREAS in accordance with the provisions of the Public Works Act, 1900, the Legislative Assembly did by resolution declare that it was expedient to carry out a certain work, namely, the construction of a line of railway from Wagga Wagga to Tumberumba: And whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed on the Secretary for Public Works to introduce a Bill into the said Assembly to sanction the carrying out of

Preamble.

I have examined this Bill, and find it to correspond in all respects with the Bill as finally passed by both Houses.

R. D. MEAGHER,
Chairman of Committees of the Legislative Assembly.

Wagga Wagga to Tumberumba Railway.

of the said work: Be it therefore enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows:—

Short title.

1. This Act may be cited as the "Wagga Wagga to Tumberumba Railway Act, 1911."

Work sanctioned.

2. The carrying out of the said work (more particularly described in the Schedule to this Act), is hereby sanctioned, and the Minister for Public Works, or the member of the Executive Council for the time being performing the duties of the said Minister, is hereby authorised to undertake and carry out the said work, subject to the provisions of this Act, and for that purpose shall be and shall have the powers and duties of a Constructing Authority within the meaning of the Public Works Act, 1900.

Plan of work.

3. The plan of the said work is the plan marked "Wagga Wagga to Tumberumba Railway," signed by the Minister for Public Works, and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Minister.

Cost, how to be defrayed.

4. The cost of carrying out the said work, estimated at three hundred and eighty-seven thousand two hundred and seventy-one pounds eight shillings and sixpence, shall be defrayed from such loan votes as are now or may hereafter be applicable to that purpose, and shall not under any circumstances exceed the estimated cost by more than ten per centum.

Line may be constructed on road.

5. The said line of railway may be constructed on or along or by the side of any public road or highway.

Fencing not required along the line.

6. Notwithstanding the provisions of section eighty-four of the Public Works Act, 1900, the Constructing Authority shall not be required or compelled, nor shall it be the duty of the said authority to make or maintain any fence along the said line of railway for the accommodation of any person or for any purpose whatsoever; but the said authority may, in his discretion, make and maintain such fence in connection with the said line of railway as he may think fit.

Constructing Authority may use line.

7. The Constructing Authority and any persons authorised by him may use the said line, or any part thereof, before it is transferred to the Chief Commissioner for Railways and Tramways, and for that purpose may run thereon any carriages or wagons propelled or driven by motive power.

Wagga Wagga to Tumberumba Railway.

SCHEDULE.

THIS railway commences by a junction with the Great Southern Railway at Wagga Wagga Station, at three hundred and eight miles, twenty-two chains, ninety-three links, from Sydney, and proceeds in a south-easterly direction for about nine miles to Kyeamba Creek ; crosses that creek, and ascends its right bank southerly for about five miles, bends sharply, and in proceeding north-easterly for about nine miles crosses Coreinbob Creek, and ascends its right bank, reaches Mates Creek, where it curves, and in ascending that creek south-easterly crosses to its right bank, and passes about one mile south-westerly from Tarcutta and Umbango Creeks, and passes in close proximity to the village of Humula ; thence in continuing the south-easterly direction for about twenty-seven miles Scrubby Creek is ascended, and the watershed between that creek and Mannus also Jonathan's Creek is crossed, Rosewood and Glenroy are passed ; about two miles beyond the latter place Sawpit Gully Creek is crossed, and a short distance further the main road to Jingellic is intersected, about a mile beyond which the line turns abruptly to the north-east, and enters the suburban land to the west of the town of Tumberumba, where the line ends at three hundred and eighty-four miles, forty-six chains, ninety-three links, from Sydney ; being a total distance of seventy-six miles, twenty-four chains ; and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

In the name and on behalf of His Majesty I assent to this Act.

W. P. CULLEN,

By Deputation from His Excellency the Governor.

*State Government House,
Sydney, 15th November, 1911.*

This PUBLIC BILL originated in the LEGISLATIVE ASSEMBLY, and, having this day passed, is now ready for presentation to the LEGISLATIVE COUNCIL for its concurrence.

Legislative Assembly Chamber, } *W. S. MOWLE,*
Sydney, 19 October, 1911. } *Acting Clerk of the Legislative Assembly.*

New South Wales.



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Act No. , 1911.

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Works Act, 1900, the Legislative Assembly did by resolution declare that it was expedient to carry out a certain work, namely, the construction of a line of railway from Wagga Wagga to Tumberumba:
5 And whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed on the Secretary for Public Works to introduce a Bill into the said Assembly to sanction the carrying out
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Wagga Wagga to Tumberumba Railway.

of the said work: Be it therefore enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows:—

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umba Railway Act, 1911."

10 **2.** The carrying out of the said work (more particularly Work sanctioned.
described in the Schedule to this Act), is hereby sanctioned, and the Minister for Public Works, or the member of the Executive Council
for the time being performing the duties of the said Minister, is
15 hereby authorised to undertake and carry out the said work, subject to the provisions of this Act, and for that purpose shall be and shall have the powers and duties of a Constructing Authority within the meaning of the Public Works Act, 1900.

15 **3.** The plan of the said work is the plan marked "Wagga Plan of work.
Wagga to Tumberumba Railway," signed by the Minister for Public Works, and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Minister.

20 **4.** The cost of carrying out the said work, estimated at three Cost, how to be
hundred and eighty-seven thousand two hundred and seventy-one defrayed.
pounds eight shillings and sixpence, shall be defrayed from such loan votes as are now or may hereafter be applicable to that purpose, and shall not under any circumstances exceed the estimated cost by more
25 than ten per centum.

5. The said line of railway may be constructed on or along or Line may be
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to make or maintain any fence along the said line of railway for the accommodation of any person or for any purpose whatsoever; but the said authority may, in his discretion, make and maintain such fence in connection with the said line of railway as he may think fit.

35 **7.** The Constructing Authority and any persons authorised by Constructing
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to the Chief Commissioner for Railways and Tramways, and for that line.
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[3d.]

The Board of Directors of the [Company Name] is pleased to announce the results of the [Year] annual meeting.

RESOLUTIONS

Resolved, that the [Company Name] do hereby [Action]

Resolved, that the [Company Name] do hereby [Action]

Resolved, that the [Company Name] do hereby [Action]

Resolved, that the [Company Name] do hereby [Action]

Resolved, that the [Company Name] do hereby [Action]

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